

IN THE CLAIMS

Amendments To The Claims:

This Listing of Claims will replace all prior versions and listings of claims in the application. No new matter has been added.

Listing of Claims:

1. (Original) A power transmission apparatus for an engine of a vehicle which includes a starting clutch for smoothly connecting rotation of a crankshaft to a transmission upon starting of said vehicle, a hydrostatic continuously variable transmission for performing speed change depending upon a capacity difference between a swash plate hydraulic pump and a swash plate hydraulic motor to transmit rotation of said crankshaft at a reduced speed to a driving wheel, and a speed change driving member for moving a speed changing driving shaft back and forth to change an angle of the swash plate of said swash plate hydraulic motor, wherein said starting clutch is a torque converter.
2. (Original) The power transmission apparatus of claim 1, wherein said vehicle is an off-road vehicle.
3. (Original) The power transmission apparatus of claim 2, wherein said crankshaft is disposed in a longitudinal direction of said vehicle, with an axial line of a cylinder block being disposed in a substantially vertical direction, and wherein an axis of said hydrostatic continuously variable transmission is set to a position higher than that of an axis of said crankshaft while an axis of said speed change driving shaft is disposed inside of an angle defined by a line segment passing the axis of said hydrostatic continuously variable transmission and the axis of said crankshaft and the axial line of said cylinder block.

4. (Withdrawn) An off-road vehicle, comprising:
an engine;
a starting clutch for smoothly connecting rotation of a crankshaft to a transmission upon starting of said vehicle;
a hydrostatic continuously variable transmission for performing speed change depending upon a capacity difference between a swash plate hydraulic pump and a swash plate hydraulic motor to transmit rotation of said crankshaft at reduced speed to a driving wheel; and
a speed change driving member for moving a speed changing driving shaft back and forth to change an angle of the swash plate of said swash plate hydraulic motor;
wherein said starting clutch is a torque converter.
5. (Withdrawn) The vehicle of claim 4, wherein said crankshaft is disposed in a longitudinal direction of said vehicle, with an axial line of a cylinder block being disposed in a substantially vertical direction, and wherein an axis of said hydrostatic continuously variable transmission is set to a position higher than that of an axis of said crankshaft while an axis of said speed change driving shaft is disposed inside of an angle defined by a line segment passing the axis of said hydrostatic continuously variable transmission and the axis of said crankshaft and the axial line of said cylinder block.
6. (Currently Amended) A power transmission apparatus for an engine of a vehicle ~~which includes~~ comprising: a starting clutch for smoothly connecting rotation of a crankshaft to a transmission upon starting of said vehicle, a hydrostatic continuously variable transmission for performing speed change depending upon a capacity difference between a swash plate hydraulic pump and a swash plate hydraulic motor to transmit rotation of said crankshaft at a reduced speed to a driving wheel, a speed change driving member for moving a speed changing driving shaft back and forth to change an angle of the swash plate of said swash plate hydraulic motor, and a means of converting torque; wherein the means for converting torque is the starting clutch.

7. (Original) The power transmission apparatus of claim 6, wherein said vehicle is an off-road vehicle.
8. (Original) The power transmission apparatus of claim 6, wherein said crankshaft is disposed in a longitudinal direction of said vehicle, with an axial line of a cylinder block being disposed in a substantially vertical direction, and wherein an axis of said hydrostatic continuously variable transmission is set to a position higher than that of an axis of said crankshaft while an axis of said speed change driving shaft is disposed inside of an angle defined by a line segment passing the axis of said hydrostatic continuously variable transmission and the axis of said crankshaft and the axial line of said cylinder block.
9. (Canceled)